

BURKE GILMAN TRAIL LOCKS TO NW 60TH CONTRACTOR'S PRELIMINARY WORK PLAN

MidMountain Contractors (MMC) will attempt to minimize impacts to typical traffic flows and pedestrian pathways. Bicycles will need to share the road with the vehicular traffic until completion of the new trail.

The first step of the construction process will narrow the existing traffic lanes and move them toward the east shoulder to their permanent location. Re-striping the existing pavement and installing a new concrete curb on the west shoulder will complete this work.

Installation of the new curb line will also involve new concrete driveway aprons to access the new road width. Access to parking areas will be maintained at all times, although the entrance to individual locations may shift north or south for several days at a time to avoid the work zone.

20 PARKING SPACES along Seaview Ave from the overhead railroad trestle to NW 60th Street will be maintained at all times per our agreement with the City of Seattle. The new curb line will have four driveways along this stretch of road and we will provide five (5) parking spaces adjacent to each. At times we will try to allow extra spaces, particularly during holiday times, but please do not park in other open areas without first discussing it with MidMountain by meeting on site or calling the Community Liaison.

During the curb and lane work along 54th and Seaview Ave, MMC utility crews will be installing new underground drainage structures in the intersection of Seaview and NW 60th. This is in preparation of repaving the entire intersection with concrete panels and track crossings. New RR signals will also be installed. Our goal is to keep traffic flowing in both directions at all times during the concrete work, so detours will move traffic along different routes through the construction as it progresses.

Following the completion of a new curb line, Seattle City Light (SCL) will be allowed to utilize the entire site for three (3) months to install new power poles and street lighting along most of the roadway.

Other portions of the construction process that do not interfere with SCL work will be performed by MMC and our subcontractors during this time:

- ? Remove and replace paving along the H.M. Chittenden Locks parking lot, since this is considered their slow season. This will also include new RR crossing signals at 32nd Ave NW, sidewalk and Trail paving. This segment will continue north to the walkway in front of The Canal restaurant location.

? Install a new water main for the residents along the access road from the Canal Restaurant to the 5500 Block and then cross the tracks and continue north on the east side another 400'. This work will not be started until after the first of January so that it does not interfere with your holiday access.

? Widen the existing shoulder at the overhead RR trestle by installing a block wall north and south of the existing concrete support column and filling behind the new wall with structural fill.

After Seattle City Light is finished with their pole relocation project, MMC will begin to install planter strip along the new curb, followed by 6' concrete sidewalk and 10' asphalt for the Burke Gilman Trail surface.

The last phase will include a second planter strip behind the asphalt trail and completion of new gravel parking facilities north of the RR trestle.

Please Note: The sequence of events described is our preliminary schedule and many factors may change the dates or sequence of events. Inclement weather, unknown underground conditions, archeological finds, or other circumstances may alter or delay portions of this project. Any significant changes will be presented in the weekly flyer, available at a site kiosk, and during the periodic community meeting.



**WE ARE LOOKING FORWARD TO WORKING WITH
THE BALLARD COMMUNITY AND CREATING A
DYNAMIC PORTION OF THE BURKE GILMAN TRAIL
FOR ALL TO USE.**

THANK YOU FOR YOUR COOPERATION!